Lease Develop-Operate (LDO), Joint venture management contract or wrap—^around addition etc.

Air Services between India and Saudi Arabia by Air India

4446. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of flights operate between India and Saudi Arabia Weekly by Air India and different centres in India and Saudi Arabia excluding Haj flights;

(b) the number of passengers travelled between India and Saudi Arabia by Air India flights during the last three years excluding Haj passengers;

(c) the percentage of the Saudi traffic to the total middle east operations; and

(d) whether Air India is making profit in this sector?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Air India (AI) operates 18 flights per week between India and Saudi Arabia (excluding Haj flights).

(b) and (c) Details are as under:—

Year	No. of Passengers travelled between India and Saudi Arabia by AI flights (excluding haj passengers).	Percentage of Saudi Traffic to the total traffic carried by AI
1995-96	342292	38.0
1996-97	411846	39.0
1997-98	483957	42.2

(d) Yes, Sir. Saudi Arabia forms parts of India-Gulf Route which is a profitable route.

Commission Paid to Ticket Sales Agents of Air India

4447. SHRI RAJ BABBAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India gives commission to its ticket sales agents on their total sales; if so, the details thereof including the names of such agents, their locations and amounts of commission paid this year;

(b) whether the reservation system in Air India is programmes in such a way that fictitious PNRs^ookings are fed to show closed status of flights and later on against these bookings oblige their favoured ticket sales agents; and

(c) whether Air India<}ovemment propose to review the prevalent practice in this regard and start giving business to other TAs instead of restricting it to a selected few?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) In accordance with International Air Transport Association (lATA) regulations, Air India gives 9% agency Commission to the lATA approved agents on their ticket sales and 3% overriding commission on the flown revenue to General Sales Agents (GSA).

The total amount of agency commission paid during 1997-98 was as under—

(Rs. in crores)

9% lATA Agency Commission	339.51
3% overriding Commission to GSAs	34.27
TOTAL	373.78

(b) and (c) The Computerised Reservation System (CRS) of Air India is programmed to accepted bookings from all travel agents using global CRS, if the flight is open for sale. The airline has a system of checking the authenticity of the

bookings, if they are are made far too much in advance. Air India also monitors-profiles to enable them to ensure genuine sale and to achieve optimum utilisation of seat capacity on a given flight.

Malpractices in Air India Reservation System

4448. SHRI RAJ BABBAR: Will the Minister of CIVIL 'AVIATION be pleased to state:

(a) whether Air India allows direct powerful access in its reservation system to a few selected Travel Agents using SABRBGaileo and Multi-access system and confirm seats on flights even onc-losed status, if so, the details thereof;

(b) whether this has resulted in over bookings on the flights and passengers are offloaded and Air India bears the expenses resulting in losses to the Air India; and

(c) what is Government's reaction in Ihis regard and what action is proposed to take to check malpractices in the Air India reservation^ooking system?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) No, Sir. However, Air India's present level of participations in the Computerised Reservation Systems (CRSs) results in overbookings on some occasions. To overcome this problem. Air India proposes to upgrade its level of participation in CRSs.

Quantum of flying done by lA Pilots

4449. SHRI V.N. GADGIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the quantum of flying done by executive pilots of Indian Airlines compared to other airline pilots;

(b) whether the recommendation of Justice Bannerjee that super structure of India Airlines should be changed has been accepted and implemented; and

(c) if not, the reasons for the same?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) The AIC 28 of 1992 issued by the Director General of Civil Aviation prescribes the Flying Duty Time Limitations (FDTL) of 125 nours per month. However the average flying per month in case of Executive Pilots is 63.00 hours and of Line Pilots (Commanders) is 60.30 hours.

(b) and (c) No recommendation regarding change in super structure of Indian Airlines has been made by the Court of Inquiry headed by Hon'ble Justice U.C. Banerjee of Calcutta High Court which investigated accident to Indian Airlines B-737 aircraft VT-EFL near Imphal on 16.8.91.

Extension of Keshod Airport (Gujarat)

4450. SHRI BRAHMAKUMAR BHATT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that all necessary facilities like shed, etc. have been provided in the Keshod Airport in Gujarat;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether any proposal for extension of the Airport is under consideration of Government;

(e) if so, the details thereof; and

(f) whether all necessary facilities will be provided to the airport during its development?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) Yes, Sir. Keshod Airport is suitable for operation of 50 seater aircraft. The terminal building can handle 50 passengers at a time. Presently, Gujarat Airways operates through this airport.

(d) No, Sir.

(e) and (f) Do not arise.